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Amcl'd*

a stator coolant passage means provided on an outer peripheral surface of the stator core, the stator coolant passage means having a damping member and a stator coolant tube defining a stator coolant passage for flowing coolant therethrough, wherein the damping member includes a pair of plates, at least one of the pairs of plates has a groove on a surface thereof for defining the stator coolant passage by being bonded to each other.--

REMARKS

Claims 1-14 are pending. By this Amendment claim 1 is amended and claims 9-14 are added. The attached Appendix includes a marked-up copy of the rewritten claim (37 C.F.R. §1.121(c)(1)(ii)). Support for the amendment to claim 1 and new claims 9, 10 and 11 may be found at least at page 4, lines 7-10, and Figs. 1 and 2 of the specification. Support for new claim 12 may be found in the specification at least at page 8, lines 2-7. New claims 13 and 14 are the allowable subject matter of claims 7 and 8. Thus, no new matter is added.

The Office Action indicates that claims 7 and 8 would be allowable if rewritten to overcome the rejections under 35 U.S.C. §112, second paragraph, set forth in this Office Action and to include all of the features of their base claim and any intervening claims.

Applicant respectfully submits that during a Telephone Interview conducted on July 17, 2002, Examiner Elkassabgi stated that the alleged rejection of claims 7 and 8 under 35 U.S.C. § 112 in the indication of allowable subject matter is an error and that the comment should be disregarded. Examiner Elkassabgi further stated that claims 7 and 8 would be allowed if amended to include all of the features of their base claim and any intervening claims. Applicant submits that claims 7 and 8 are allowable for at least their dependency on claim 1 which is allowable for the reasons stated below.

The Office Action rejects claims 1-6 under 35 U.S.C. §103(a) as unpatentable over U.S. Patent No. 4,739,204 to Kitamura et al. (Kitamura) in view of EP 0633647 A1 to Fujita et al. (Fujita). The rejection is respectfully traversed.

Applicant submits that neither Kitamura or Fujita, whether considered singularly or in combination, disclose or suggest all of the features recited in claims 1-6. Furthermore, the Office Action admits that Kitamura fails to show a stator coolant passage having a damping member in which a damping member is around the housing and the stator. To overcome the admitted deficiency, the Office Action combines Fujita with Kitamura and alleges that it would have been obvious at the time of the invention to one of ordinary skill in the art to modify Kitamura by adding the rubber vibration damping isolators of Fujita.

However, Fujita discloses a resin molded electric motor with rubber vibration isolators 7 provided on an axially outer circumference of a bracket 6 that holds a bearing 5 rotatably supporting a rotor 3. A vent passage 8 is formed between the bracket and the damping member. The bracket and the damping member have vent holes 6a, 7a through which heat generated in the motor is released outside of the motor to increase the life of the damping member and the electric motor. Thus, Fujita does not disclose or suggest a structure for directly cooling a stator core with liquid coolant.

Even were Kitamura combined with Fujita, the resulting combination would not result in the subject matter of the instant application. For example, the vibration isolator 7 of Fujita would be used in place of the gasket 27 of Kitamura where the stator core 10 and housing 26 are fixed.


Furthermore, the rubber vibration isolator of Fujita is disposed on an outer periphery of a portion of each bracket 6 which supports the bearing 5. Thus, the vibration isolator disclosed in Fujita is merely a flat, rubber, ring-shaped gasket with a plurality of vent holes 6a, 7a provided therethrough to allow heated air to escape from the stator (col. 3, lines 9-23 and Figs. 1 and 2). Accordingly, even were such a vibration isolation member combined with Kitamura, such a combination would not disclose or suggest a stator coolant passage means provided radially inside of the housing and radially outside of the stator core, the stator coolant passage means having a damping member and a stator coolant tube defining a stator

coolant passage for flowing coolant therethrough, the damping member having a part disposed radially outside the coolant passage.

In view of the foregoing amendments and remarks, Applicant submits that this application is in condition for allowance. Favorable reconsideration and prompt allowance of claims 1-14 are earnestly solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in better condition for allowance, the Examiner is invited to contact Applicant's undersigned representative at the telephone number listed below.

Respectfully submitted,



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Attachment:
Appendix

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